

Good evening ladies and gentlemen.

I appreciate having this opportunity to express my concerns about our transportation system in this state. As Vice Chair of the SEMCOG Transportation Committee I recognize the serious financial constraints that the State is under. In the SEMCOG region, our 2030 RTP plan identified over \$70B in needs yet our current financial constraints are limited to \$40B over this same period. I would urge you at a minimum to consider parity between gas and diesel taxes, and to further consider addressing the current low gas tax of 19 cents per gallon. Michigan ranks 31<sup>st</sup> in the nation for gas tax revenues. Additionally, we have the 7<sup>th</sup> largest road system in the nation yet our transportation spending is ranked 42nd in the nation.

Most importantly, as Mayor of the City of Saline I am here to express my sincere frustration that the US12-Michigan Ave Project (City of Saline limits-Munger Rd) is not on the MDOT TIP this next cycle. This road has been identified as the most heavily traveled 2lane highway in the state. All studies have been completed, some beginning as long ago as the early 1980's, even the FONSI has been issued. The only outstanding issue is identifying funding for the project.

In the meantime, since the early '80's, the City of Saline has invested our local tax dollars to acquire over 285 acres of land for business parks. Our Economic Development Board and LDFA have provided a complete infrastructure (curbed and guttered streets, sidewalks and local water and sewer) to the businesses that have come to Saline. Therefore the parks are over 75% built out. Additionally we have one of the largest Visteon plants, which is sited on Michigan Ave. We have over 3,900 employees in these businesses alone and the economic impact of these business contributes over \$159M to our SEV. But to leave our city limits and drive east to US23 or I94 all commuters and freight by truck must travel a two lane highway that is like a parking lot. We work closely with our current industries to ensure that they stay in Saline and expand here instead of moving to another state. Their major complaint is US12.

This road is a federally recognized Heritage Route and part of the Automotive National Heritage Area. In order to promote tourism and economic development in our region we need the state to address the significant negative impact the congestion has created for our region. I urge you to reevaluate your priorities and address the serious deficiencies in this road as soon as possible.

Thank you for your time.

Gretchen Driskell  
Mayor, City of Saline  
Vice Chair, Washtenaw Area Transportation Study  
Vice Chair, SEMCOG Transportation Committee

US -12 Michigan Avenue Project (City of Saline limits – Munger Rd)

- In the early 1980's, US-12/Michigan Avenue carried the highest amount of traffic in a thirteen county region on a two-lane road. In response to requests from the Ann Arbor-Ypsilanti Urban Area Transportation Study and residents for relief, MDOT agreed to initiate the project planning process to begin the environmental work for US-12 was initiated in the early 1980's.
- In May 1987, local residents met with township officials and Michigan Department of Transportation officials to discuss hazards associated with US-12.
- In 1991, MDOT initiated the engineering and environmental document to select a preferred alternative.
- In 1994, the EA document was completed and the project was stopped after submission and approval of the Federal Highway Administration to hold the public hearing but prior to the final public hearing.
- The project was shelved for more than ten years until 1999, when the EA was again activated.
- The Federal Highway Administration signed the environmental document stating their finding of no significant impact (FONSI) in January 2005.
- More than twenty five years later the project still has considerable congestion, an environmental document but no commitment from the Michigan Department of Transportation to complete the needed improvements.
- The estimated cost of the project is \$79,328,407. MDOT is undertaking a 2005 construction project this year that is estimated to cost more than \$7 million dollars that is not one of the phases of the recommended plan. According to MDOT officials this improvement will not preclude the agreed upon improvements outlined in the approved EA but it is not implementing a phase of the project.

MDOT stated this morning that this is the most heavily traveled 2 lane road in the state, and there are capacity and safety issues. Additionally the project has received environmental clearance and has local support.

What else do we need to get this on the priority list?

Thanks  
Gretchen